

BARKBY ROAD QUENIBOROUGH

DESIGN AND ACCESS STATEMENT
P17-0636_200 | JANUARY 2018

Prepared by Pegasus Design on behalf of David Wilson Homes

Pegasus
Design

BARKBY ROAD



DAVID WILSON HOMES

WHERE QUALITY LIVES



Pegasus
Design

Pegasus Urban Design
4 The Courtyard,
Church Street
Lockington
Derbyshire
DE74 2SL
www.pegasuspg.co.uk | T 0150 670 806

Prepared by Pegasus Design
Pegasus Design is part of Pegasus Group Ltd
Prepared on behalf of **David Wilson Homes**.
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Contact: Urban Design - **A.Ford-Marsden**

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“THE GOVERNMENT
ATTACHES GREAT
IMPORTANCE TO
THE DESIGN OF THE
BUILT ENVIRONMENT.
GOOD DESIGN IS
A KEY ASPECT
OF SUSTAINABLE
DEVELOPMENT, IS
INDIVISIBLE FROM
GOOD PLANNING, AND
SHOULD CONTRIBUTE
POSITIVELY TO
MAKING PLACES
BETTER FOR PEOPLE.”
(PARA. 56, NPPF 2012).

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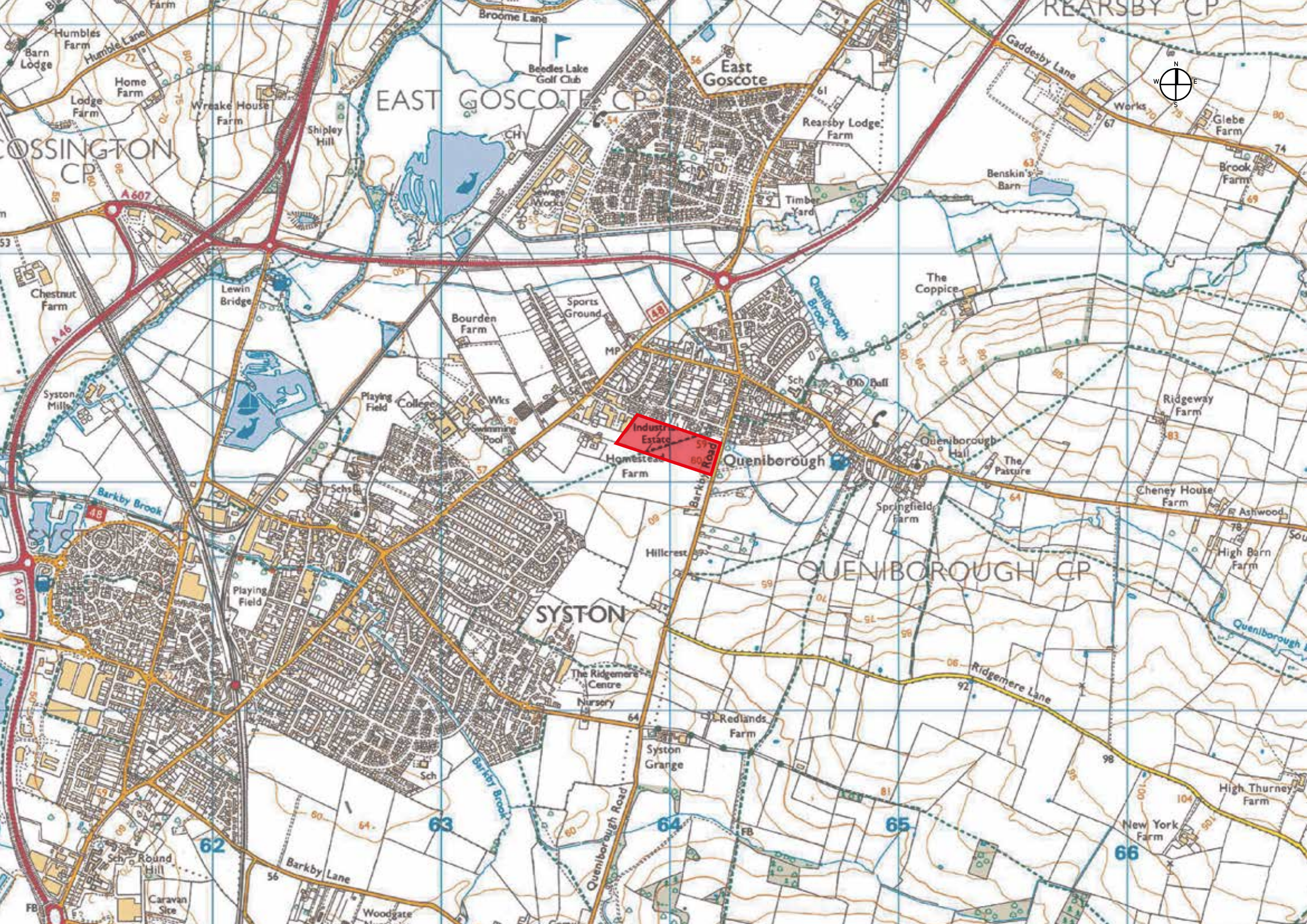
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EAST GOSCOTE CP

East Goscote

SYSTON

QUENIBOROUGH CP

Industrial Estate

Queniborough

CROSSINGTON CP

Gaddesby Lane

A 607

A 46

A 607

62

Barkby Lane

63

64

65

66

Queniborough Road

Ridgemere Lane

Barkby Road

Queniborough Brook

Barkby Brook

The Ridgeway Centre

Nursery

Syston Grange

Redlands Farm

Hillcrest

Homestead Farm

Wks

Sports Ground

Bourden Farm

Playing Field

Schs

Playing Field

Lewin Bridge

Wreake House Farm

Home Farm

Lodge Farm

Humbles Farm

Works

Benskin's Barn

The Coppice

Ridgeway Farm

Cheney House Farm

Ashwood

High Barn Farm

High Thurney Farm

New York Farm

Brook Farm

Glebe Farm

Rearsby Lodge Farm

Timber Yard

Sch

MP

Sch

Springfield Farm

Queenborough Hall

The Pasture

Sou

FB

Caravan Site

Woodgate Wood

FB

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“The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.”

(para 56 of NPPF)

1.1 PURPOSE OF STATEMENT

- 1.1.1 This Design and Access Statement (DAS) has been prepared by Pegasus Group to accompany the outline planning application for residential development on land at Barkby Road, Queniborough.
- 1.1.2 This statement has been prepared in accordance with Article 9 of the Town and Country Planning (Development Management Procedure) (England) Order 2015, which requires certain applications to be accompanied by a DAS.
- 1.1.3 The National Planning Practice Guidance (NPPG) states that a Design and Access Statement is a “concise report that provides a framework for applications to explain how the proposed development is a suitable response to the site and its setting and demonstrate that it can be adequately accessed by prospective users.”
- 1.1.4 The Town and Country Planning (Development Management Procedure) (England) Order requires design and access statements to:
 - Explain the design principles and concepts that have been applied to the development;
 - Demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account;
 - Explain the policy adopted as to access, and how policies relating to access in relevant local planning documents have been taken into account;
 - State what, if any, consultation has been undertaken on issues relating to access to the development and what account has been taken of the outcome of any such consultations; and
 - Explain how any specific issues which might affect access to the development have been addressed.

1.2 DOCUMENT STRUCTURE

1.2.1 The DAS is divided into six sections as follows:

Section 1: Introduction - outlines the purpose of the document;

Section 2: Assessment - considers the site and its surroundings in terms of the physical, social and planning context as part of Article 9(3)(b) and 9(3)(c) DMPO 2015;

Section 3: Evaluation - identifies the site's constraints and opportunities and presents the design principles that have been derived from a combination of Government Policy, site assessment, public consultation and design evolution as referred to within Article 9(3)(e) DMPO 2015;

Section 4: Involvement - details consultation undertaken and provides a summary of feedback;

Section 5: Design Proposals - presentation of the design proposals including uses and amount proposed, access arrangements, layout of the development, scale of buildings, landscaping treatments and appearance, as required within Article 9(3)(a) & (4)(c) DMPO 2015.

Section 6: Summary - sets out a summary of the proposed development.

1.3 SUMMARY OF THE PLANNING APPLICATION

- 1.3.1 The proposed development seeks outline planning permission for up to 150 new dwellings, along with open space, landscaping and associated infrastructure.
- 1.3.2 All matters are reserved for future approval except for access.
- 1.3.3 Consideration has been given to the use and amount of development, access, layout, scale, landscaping and appearance. The drawings contained within this DAS form a series of plans for each particular matter that is required at this stage of planning.

1.4 CONSULTANTS

1.4.1 The document has been prepared by Pegasus Design, masterplanners and urban designers, with contributions from the following consultants who have helped to prepare the application and the accompanying documents:

Dominium Design

Site Location Plan and Illustrative Masterplan

Pegasus Group

Planning Statement
Consultation Statement

RAC-E

Flood Risk Assessment and Drainage Strategy

Golby and Luck

Landscape and Visual Impact Appraisal

ADC Infrastructure

Transport Assessment
Travel Plan

FPCR

Arboricultural Assessment

Ramm Sanderson

Ecological Assessment

ULAS

Archaeological Assessment

1.5 PROPOSED DEVELOPMENT

Site Area:

5.84 hectares gross

Current Land use:

Grassland

Proposed Vehicular Access:

via Barkby Road

Proposed uses

Residential: 3.59ha

Attenuation Drainage: 0.37ha

Infrastructure: 0.44ha

Public Open space: 1.44ha

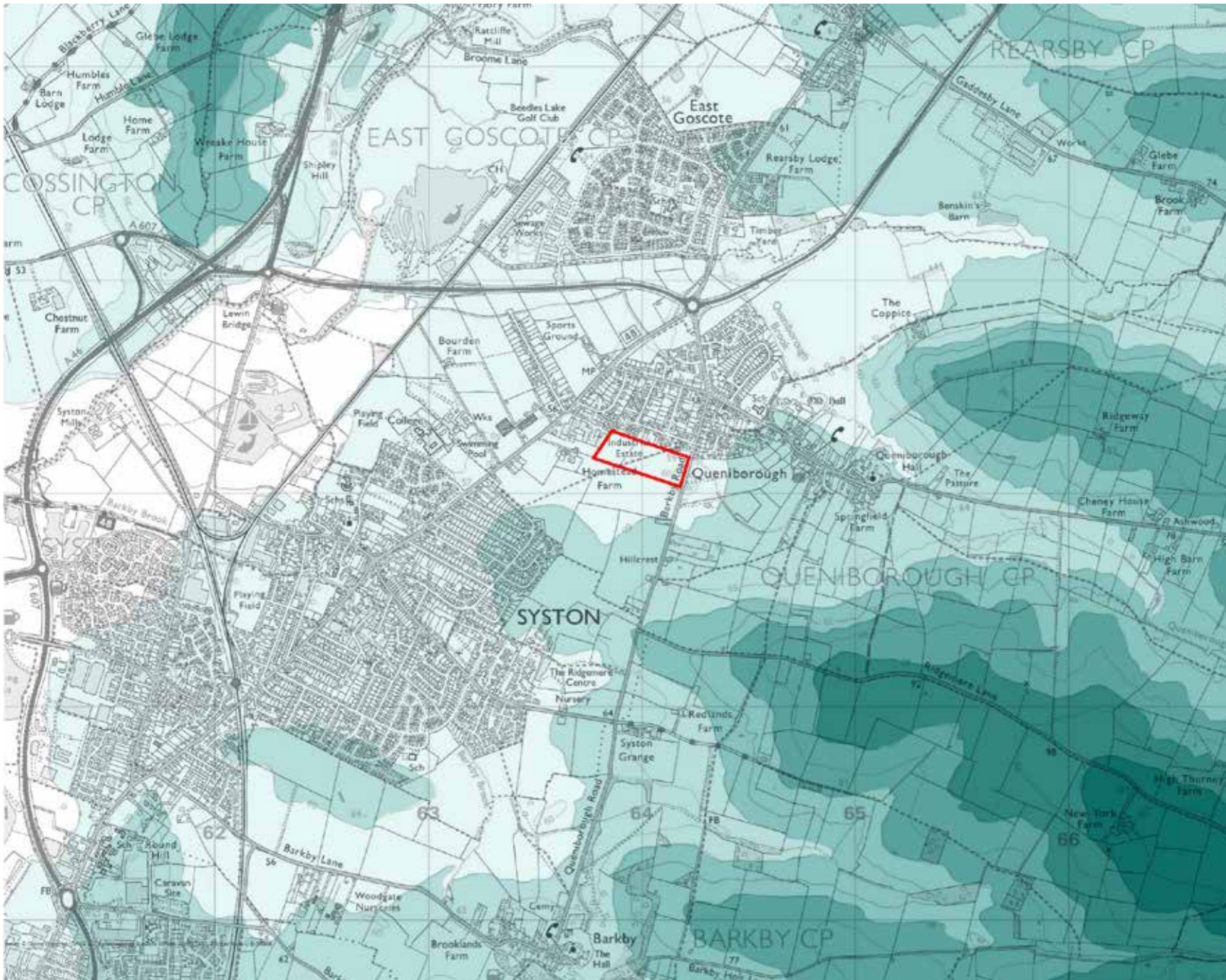
Proposed number of dwellings

150 dwellings including 40% affordable units

Average net density

34 dwellings per hectare.





TOPOGRAPHY PLAN (GL0673-04)

2.1 THE SITE

- 2.1.1 The site is located to the south of Queniborough, extending to approximately 5.84ha, with a frontage onto Barkby Road.
- 2.1.2 Queniborough is a medium sized village in the county of Leicestershire, just north of Syston, and lies within the administrative boundaries of Charnwood Borough Council (CBC). Queniborough is located approximately 9km to the north east of the centre of Leicester, just south of the A607 and approximately 16km from the M1.
- 2.1.3 The village has properties along Main Street with a mixture of 16th-20th century styles including thatched cottages. Several more modern developments lie along the southern boundary of the village.

2.2 CONTEXT

Existing Land Uses

- 2.2.1 The site has previously served as a commercial tree nursery, and now comprises of grassland with hedgerows and trees located along site boundaries. A public right of way (I84) runs diagonally across the site from the northern to the southern boundary.

Surrounding Land Uses

- 2.2.2 To the north of the site lies existing dwellings off Avenue Road, The Riddings and Chestnut Close. To the east of the site lies Barkby Road, and further east lies the Davidsons Homes development currently being built out, known as Barley Fields. To the south of the site lies open countryside, and to the west Queniborough Industrial Estate.

Topography and Landform

- 2.2.3 The site is relatively flat with a high-point of approximately 60m AOD at the eastern boundary of the site, falling gently towards the western boundary.

Public Right of Way

- 2.2.4 A public right of way (I84) passes through the site in a north easterly to south westerly direction (linking Queniborough with Syston).

Boundaries and Edges

- 2.2.5 The site is bounded by Barkby Road, one of the main arterial routes into the village along it's eastern edge.
- 2.2.6 To the north, the rear of existing residential properties along with an established boundary hedgreow create a hard edge to the existing urban area.
- 2.2.7 To the south and west lie open fields with groups of tree planting.
- 2.2.8 The site boundaries are demarcated by agricultural style hedgerows, trees and other vegetation.

Hedge row of the northern boundary of the site



Approximate extent of site

Queniborough Industrial Estate

View across the site towards the existing settlement edge

Public footpaths 84

New development to the east of Barkby Road with St Mary's Church beyond



Approximate extent of site

New development at Millstone Lane

Queniborough Industrial Estate

View across the site towards the existing settlement edge

New development to the east of Barkby Road with St Mary's Church beyond



Approximate extent of site

IEWS TOWARDS THE SITE

2.3 LANDSCAPE CONTEXT

- 2.3.1 The site is defined by its native hedgerows that form the site boundaries and tree cover from the rear garden boundaries along the northern boundary.
- 2.3.2 The site has no internal landscape features beyond the native hedgerow that separates the two field compartments.
- 2.3.3 A number of trees form a landscape buffer along the southern edge of the site.

Landscape Designations

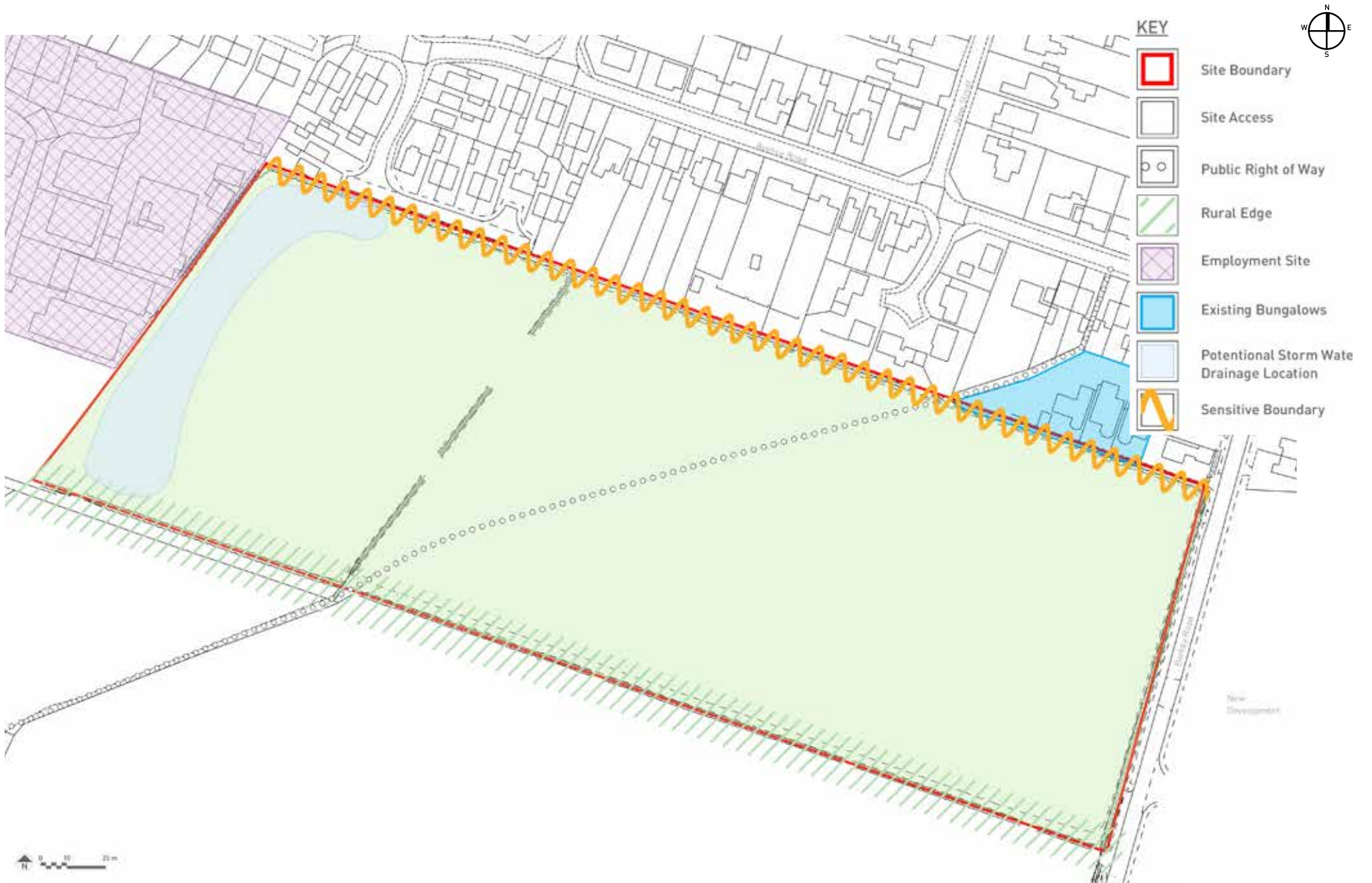
- 2.3.4 The Landscape Visual Assessment carried out by Golby and Luck has confirmed that the site is not covered by any landscape designations of increased landscape value, or sensitivity.
- 2.3.5 It also confirms that the site is not covered by any statutory or non-statutory designation that would prohibit its development for residential purposes.

2.4 FLOOD RISK

- 2.4.1 Based upon the Environment Agency Flood Map for Planning, the site lies entirely within Flood Zone 1, where there is less than a 1 in 1000 (0.01%) chance of flooding yearly.

2.5 ECOLOGY

- 2.5.1 RammSanderson Ecology Ltd have undertaken an ecological assessment of the site.
- 2.5.2 The updated assessment found that excluding the hedgerows, the present habitats are of low ecological value and provide negligible/low suitability for protected species.
- 2.5.3 The hedgerows provide suitable foraging and commuting habitats for a range of species, along with bird nesting opportunities. It is considered unlikely that reptiles will persist within the site and it is largely unsuitable for GCN.
- 2.5.4 Hedgerow/tree removal/pruning works should be done outside of the breeding bird season (March to September) unless a suitably qualified ecologist is present.



CONSTRAINTS AND OPPORTUNITIES PLAN

3.1 CONSTRAINTS AND OPPORTUNITIES

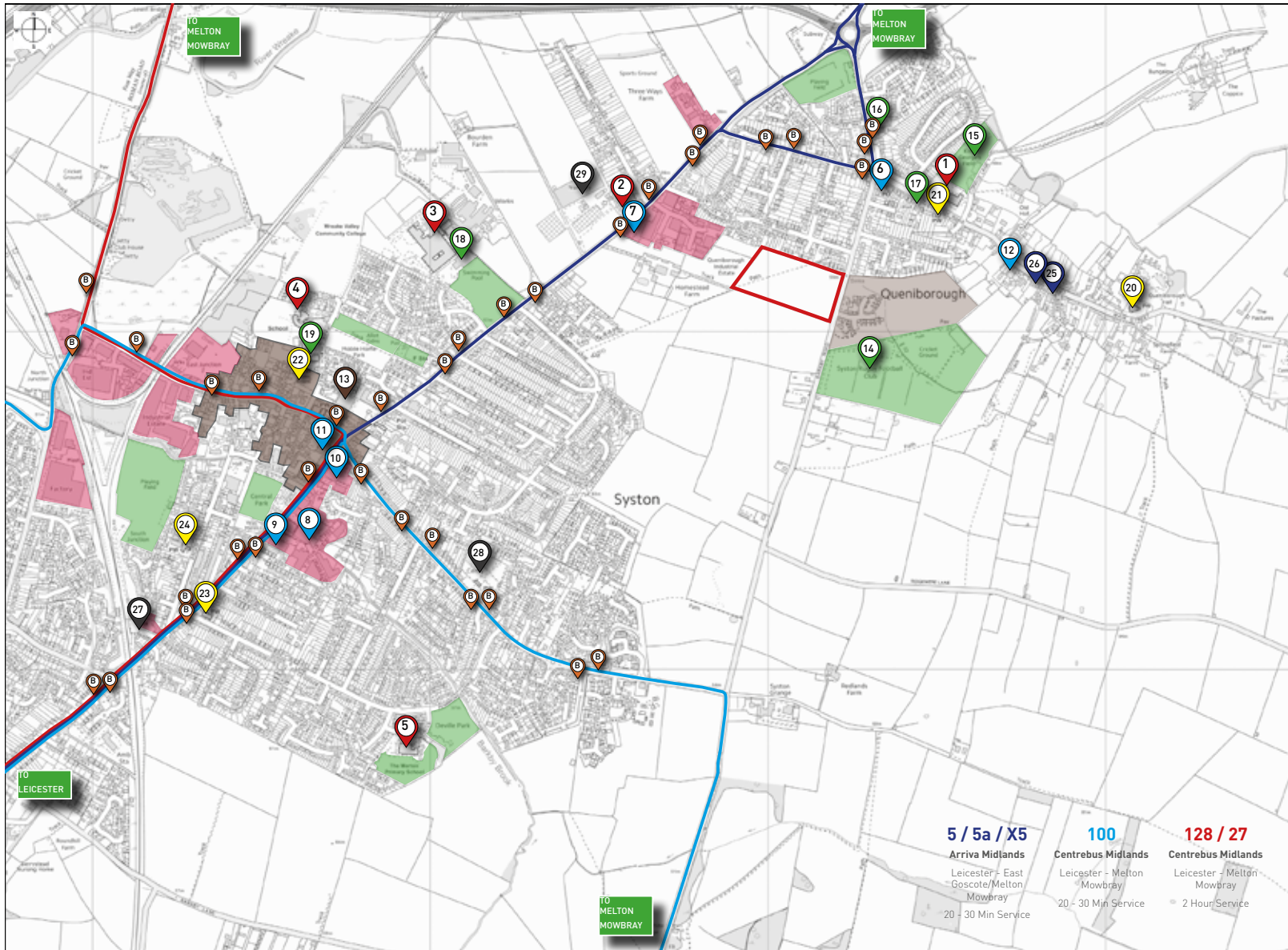
3.1.1 The assessment of the site and its surroundings has identified a number of constraints and opportunities which will be used to inform the development proposals.

Constraints

- The existing hedgerows and vegetation on the site.
- The existing PROW (I84) which crosses the site.
- Access from Barkby Road
- Adjoining residential properties to the north.
- Existing Employment area to the west.
- The adjoining rural edge to the south of the site.

Opportunities

- Delivery of high quality housing including affordable housing.
- Creation of surface water attenuation features.
- Scope to provide new areas of informal recreation and children's play areas.
- Retention and enhancement of PROW (I84).



- Education**
 - 1 Queniborough Church of England Primary School
 - 2 The Laurels Nursery School
 - 3 Wreke Valley Academy
 - 4 St Peter & St Paul CE Academy
 - 5 The Merton Primary School
- Supermarkets/Convenience Store**
 - 6 Crossroads Stores (and Post Office)
 - 7 Marks & Spencer Branston BP
 - 8 Tesco Metro
 - 9 Aldi Syston
 - 10 Wilko
 - 11 Cooperative Food
 - 12 Clarks Queniborough (Butchers)
- Healthcare**
 - 13 Jubilee Medical Practice
- Leisure**
 - 14 Syston Rugby Football Club
 - 15 King George's Playing Field
 - 16 Queniborough Village Hall
 - 17 Queniborough Scout Hut
 - 18 South Charnwood Leisure Centre
 - 19 Syston Library
- Worship**
 - 20 St Mary, Queniborough
 - 21 Queniborough Methodist Church
 - 22 Parish Church of St. Peter and St. Paul
 - 23 Syston Evangelical Baptist Church
 - 24 Catholic Church of the Divine Infant
- Public Houses & Restaurants**
 - 25 The Horse and Groom
 - 26 Britannia Inn
- Other**
 - 27 Syston Train Station
 - 28 Syston Cemetery
 - 29 Coles Nurseries



FACILITIES AND SERVICES PLAN

3.2 LOCAL SERVICES AND FACILITIES

Education

- 3.2.1 Queniborough CofE Primary School is the nearest primary school to the proposed development, located off Coppice Lane to the north of the site. There are a number of additional primary schools locally, including Merton Primary School and Bishops Ellis Catholic Primary.
- 3.2.2 The nearest secondary school to the site is the Wreake Valley Academy, located off Melton Road.

Health

- 3.2.3 The Jubilee Medical Practice lies just to the south west of the site.

Shopping and Services

- 3.2.4 The nearest convenience store to the site is the Co-Operative Store at Syston. There are a number of additional services in the local area including an Asda & Aldi supermarket, along with high street stores in and around Syston centre.

3.3 MOVEMENT STRUCTURE

- 3.3.1 The site is well located for access to the local highway network in and around Queniborough. The site entrance along Barkby Lane provides direct access to the centre of the village to the north, and south towards Leicester. The A606 lies just to the north of the site, which creates a direct link to Melton Mowbray and the A46, which subsequently connects to Leicester, Nottingham and the M1.

Pedestrians and Cyclists

- 3.3.2 There is a network of good quality local footways including PROW (I84) which runs through the site. This links with key facilities within the pedestrian catchment area.
- 3.3.3 There are no cycle routes in the immediate vicinity of the site, but there are various on-road and off-road cycle routes nearby including National Cycle Route 48.

Public Transport

- 3.3.4 The nearest bus stops to the site are on Queniborough Road and Syston Road to the north which provides links to Leicester and East Goscote.

By Rail

- 3.3.5 The closest rail station is located at Syston approximately 2.4km west of the site. This provides a regular service to Leicester, East Midlands Parkway Nottingham and Lincoln.



3.4 PLANNING POLICY CONTEXT

Local Policy

3.4.1 The Development Plan consists of the saved policies of the Borough of Charnwood Local Plan (2004) and the Charnwood Local Plan Core Strategy (November 2015).

Borough of Charnwood Local Plan Core Strategy (2004) (Saved Policies)

- 3.4.2 The Borough of Charnwood Local Plan sets out a locational strategy which seeks to focus development on the main urban area of Leicester, the County Town of Loughborough and on settlements capable of offering realistic transport choice along specified corridors. Paragraph 215 of the Framework advises that due weight should be given to policies in existing plans according to their degree of consistency with the Framework.
- 3.4.3 The plan's overall strategy is detailed in Policy ST/1 Overall Strategy for Charnwood. It aims to generate sustainable patterns of development which remain generally compatible in scale and character with their location. The strategy also seeks to conserve,

protect and enhance features of the historic, built and natural environment which are particularly valued by the community and that the quality of development is improved through the layout of sites.

3.4.4 Policy ST/2 Limits to Development establishes the existing built limits to settlements in order to distinguish between areas of development potential and restraint. The site lies outside the defined settlement limits for Queniborough.

3.4.5 Policy EV/1 Design seeks to ensure a high standard of design for developments which respect the character of the area, nearby occupiers and is compatible in mass, scale, layout, whilst using landforms and other natural features. Development should meet the needs of all groups and create safe places for people.

3.4.6 Policy CT/1 General Principles for Areas of Countryside, Green Wedge and Local Separation and CT/2 Development in the Countryside set out a generally restrictive approach to new development in areas of countryside. Development is limited to small scale developments and re-use and adaptation of rural buildings for uses suitable in scale and nature.

3.4.7 Policy CT/4 Development in Areas of Local Separation sets out that development will only be acceptable in principal where the location, scale and design would ensure that the predominately open and undeveloped character of the area is retained, and the already narrow gap between settlements is not reduced. The application site is located within the designated Area of Separation between Queniborough/Syston/East Goscote.

3.4.8 Policy TR/18 Parking in New Development establishes maximum standards by which development should provide for off-street car parking, dependent on floorspace or dwelling numbers.

Charnwood Local Plan Core Strategy (November 2015)

- 3.4.9 The Charnwood Local Plan Core Strategy was adopted in November 2015 and sets out the strategy for the Borough over the period 2011 to 2028.
- 3.4.10 Policy CS1 sets out the overall development strategy with a requirement to provide at least 13,940 homes over the plan period. The policy identifies a settlement hierarchy with development focused on the Leicester Principal Urban Area (at least 5,500 dwellings) with the majority of remaining growth directed to Loughborough and Shepshed. Queniborough is defined as an 'Other Settlement' where at least 500 new homes within settlement boundaries will be identified by the Site Allocations and Development Management Plan Document between 2011 and 2028.
- 3.4.11 Where a village has four or more key services and facilities (taken from the Service Centre criteria) and bus access to a Service Centre, town or the City they are generally able to serve some day to day needs of the people who live there. Queniborough is identified as one of these villages. The Local Plan Core

Strategy states that these villages may be suitable for some small-scale infill development to meet local needs. To be considered small scale, a development should be appropriate in size for the village they are in and the character of the site's location and surroundings.

- 3.4.12 Policy CS2 provides guidance on design, requiring new developments to make a positive contribution to Charnwood, resulting in places where people would wish to live through high quality, inclusive design, and where appropriate, architectural excellence.
- 3.4.13 Policy CS3 sets out affordable housing requirements, with a target of 40% identified for Queniborough.
- 3.4.14 Policy CS11 seeks to protect the character of the landscape and the countryside. The countryside is identified as the undeveloped area beyond the established settlement limits.
- 3.4.15 Policy CS13 seeks to conserve and enhance the natural environment and ensure that development takes into account impacts on recognised features.
- 3.4.16 Policy CS15 deals with open space requirements in new developments to meet the standards set out in the Open

Space Strategy. New developments should demonstrate how these open space standards will be met on-site or alternatively, if appropriate, off-site, having regards to local provision and viability.

- 3.4.17 Policy CS16 supports sustainable design and construction techniques.
- 3.4.18 Policy CS17 sets out the Council's approach to sustainable travel, indicating that by 2028, the Council will seek to achieve a 6% shift from travel by private car, walking, cycling and public transport, requiring new major developments to provide walking, cycling and public transport access to key facilities and services, safe and well-lit streets and routes for walking and cycling and securing new and enhanced bus services from major developments and new bus stops where development is more than 400 metres walk from an existing bus stop.
- 3.4.19 Policy CS27 sets out the presumption in favour of sustainable development in accordance with the Framework and specifically paragraph 14.

Business Reply Plus
 LICENCE NUMBER
 BYCU-BRET-SBEY

Consultation Team - PFG
 Unit 4
 The Courtyard
 Church Street
 Lockington
 Derbyshire
 DE74 2SL

Proposed Development of Barkby Road, Queniborough

David Wilson Homes has proposals for residential development on land at Barkby Road, Queniborough. The proposals also include for new areas of public open space, landscaping and children's play.

The Need for The Development

Nationally we are facing a growing housing shortage as people are living longer and in smaller households. There are not enough homes being built to meet the demand and so a result there is a need to build the supply of new homes.

Demand for housing in Charnwood is high. The number of households is increasing and people are living longer. Charnwood Borough Council therefore needs to ensure that new homes are provided to meet the needs of existing and future residents.

David Wilson Homes consider that the site at Barkby Road offers the opportunity to help deliver these future housing requirements in a sustainable way. The site is well located to the settlement and is within easy reach of a range of services and facilities available.

The Proposals

The development proposals for the site include the following:

- Up to 135 new homes, including affordable homes to meet local needs;
- Walkway and pedestrian access into the site from Barkby Road and pedestrian access from Charnwood Close;
- A mix of house types and sizes, ranging from 1 bedroom to 5 bedroom family homes;
- New areas of public open space, landscaping and children's play;
- Access to the retained Public Right of Way; and
- Strengthening of the existing hedgerow to provide a landscape buffer of the site boundary.

How can I make my views known?
 In addition to the WEBPOST comments form attached to this leaflet, a special project website will be launched on **Monday 8th January 2018** which will include a comments feedback facility. The website address is www.barkbyroad-queniborough.co.uk. You can make your views known on the proposals, give us alternative suggestions, and let us know about any issues that we need to consider to inform our proposals. All comments should be submitted by **Friday 26th January 2018**.

What will happen to the comments?
 All thoughts, suggestions and issues received as part of the consultation will be carefully considered to help shape the proposals. We are keen to engage with local residents and local interest groups to develop our proposals further.

When will I be consulted again?
 Following the submission of a planning application, Charnwood Borough Council will consult local residents and other interested parties before reaching a decision.

Please let us know your thoughts
 Your comments are important to us and form part of the public consultation process for the proposals. Thank you for taking the time to look at this leaflet.

LAND AT BARKBY ROAD, QUENIBOROUGH

PUBLIC CONSULTATION

DAVID WILSON HOMES
WELL BUILT LIVES

WELCOME TO THE CONSULTATION WEBSITE

David Wilson Homes has proposals for residential development on land at Barkby Road, Queniborough. The proposals also include for new areas of public open space, landscaping and children's play.

David Wilson Homes is part of Barrat Developments PLC, the nation's largest house builder. It has a long established reputation for developing high quality homes and building sustainable communities that respect the local context. The company is proud to have been awarded the 5 Star Home Builder status for eight consecutive years by the National House Building Council and House Building Federation. This accolade demonstrates the quality of both our product and people, awarded to only those house builders who receive a higher than 90% recommendation by their customers.

We are keen to involve local people in shaping our ideas for the development. This website provides details of the illustrative masterplan proposals for the site. You can leave any comments you may have about the proposals on the 'Make Your Views Known' page.

Your thoughts and views are

ABOVE: CONSULTATION WEBSITE
LEFT: CONSULTATION LEAFLETS

Masterplan

Comments Your comments are important to us and form part of the public consultation process for the proposals.

Please tick the following relevant group:

Consider: All Flats Period property
 Age: Under 18 18-29 30-59 60-79 Over 80 Prefer not to say
 Your location to the site: Within 500 metres walk 500-1000 metres walk
 Are you responding as an: Individual Local resident
 Local business Representative of a group or organisation

4.1 INVOLVEMENT

- 4.1.1 The purpose of this section is to set out how David Wilson Homes has engaged with the local community and other key stakeholders, the key issues that have emerged from the consultation process to date, and how the design proposal has evolved to address the issues raised.
- 4.1.2 Public consultation is an essential element of the planning and development process. Good consultation engages with all sectors of society, at early stages, to develop a sense of understanding about the issues, concerns and opportunities found in the local community that could be affected by a proposed development.

Leaflet

- 4.1.3 Leaflets were produced for circulation to over 600 residents and businesses near to the proposed development. These leaflets introduced the proposed residential development at Barkby Road, provided a copy of an illustrative masterplan and invited engagement. A comments form was attached for completion and could be returned by FREEPOST.

Website

- 4.1.4 A website was set up at www.barkbyroad-queniborough.co.uk to publicise the consultation process and provide easily accessible information on the development proposals, a copy of the illustrative masterplan and an online form to provide feedback on the proposals.

Engagement with the Parish Council/ Local Councillor

- 4.1.5 Pegasus Group on behalf of David Wilson Homes, wrote to Queniborough Parish Council and the local councillor prior to the distribution of leaflets, in order to advise of the public consultation.

Response

- 4.1.6 The consultation process was considered to be successful, with a significant number of responses and a wide range of views received.
- 4.1.7 The feedback received through public consultation has been fully considered as the application proposals have been finalised. The scheme submission has sought to take account of the feedback where this is considered to be appropriate having regard to the detailed technical assessments.
- 4.1.8 Technical studies submitted as part of these proposals provide detailed analysis of the impact of the proposed development and set out the appropriate mitigation where necessary. The development team have sought to ensure that the content of these reports adequately consider and address the concerns raised locally through the public exhibition as appropriate.
- 4.1.9 The engagement exercise has allowed local residents and stakeholders to consider the proposals before the planning application had been finalised. This submitted scheme responds to the engagement.



USE AND AMOUNT PLAN

5.1 THE DESIGN PROPOSAL

5.1.1 This DAS explains the principles and concepts that have been applied to particular aspects of the proposal, namely; use and amount, layout, scale, landscaping and appearance.

- Use and amount of development - how much development is proposed. For residential development, this means the number of proposed units for residential use and for all other development.
- Access and Movement – this covers accessibility to and within the site for vehicles, cycles and pedestrians.
- Scale – the height, width and length of each building proposed in relation to its surroundings.
- Layout – the way in which buildings, routes and open spaces are provided within the development and their relationship to buildings and spaces outside the development.
- Landscaping – the treatment of private and public space to enhance or protect the site’s amenity through hard and soft measures.
- Appearance – the aspects of a building or place which determine the visual impression it makes.

5.2 USE AND AMOUNT

5.2.1 The site measures to approximately 5.84 hectares and will consist of the following uses:

Residential

3.59ha

- 5.2.2 The Illustrative Layout proposes a development area of 3.59 hectares, providing up to 150 dwellings including 40% affordable housing.
- 5.2.3 The development proposal will deliver a mix of housing in line with national and local policy, seeking to achieve an average net density of approximately 34 dwellings per hectare.

Open Space

1.44ha

- 5.2.4 The Illustrative Layout includes a green link through the center of the site along the existing Public Right of Way.
- 5.2.5 The proposed open space includes a Locally Equipped Area for Play (LEAP) which is provided within a safe and convenient place to benefit existing and future residents of the area.

Surface Water Attenuation (SUDS)

0.37ha

- 5.2.6 Surface water management within the proposed development has been designed to provide delivery of Sustainable Urban Drainage for the site.
- 5.2.7 The drainage solution will provide sufficient storage to enable surface discharge from proposed development to be regulated.

Infrastructure

0.44ha

- 5.2.8 The proposals include a new central spine road that provides access to the proposed dwellings from Barkby Road.



ACCESS AND MOVEMENT PLAN

5.3 ACCESS AND MOVEMENT

Access

- 5.3.1 Along Barkby Road, a new junction is proposed as the primary access point.
- 5.3.2 Detailed design work will ensure that all users will have equal and convenient access to buildings and spaces within the scheme.

Movement

- 5.3.3 A well connected and accessible movement network is proposed which helps ensure that all areas of the development are easy to navigate, safe and secure.
- 5.3.4 The movement hierarchy for the scheme will clearly identify the main routes and achieve a permeable layout.
- 5.3.5 The creation of a movement hierarchy recognises the need to combine the function of the street as a movement corridor alongside its place function.
- 5.3.6 Streets should be defined by the building layout, so that buildings rather than roads dominate.

Streets

- 5.3.7 A primary route through the centre of the site will be accessed via a new junction with Barkby Road. This higher order street will have pedestrian footpaths to facilitate the direct, and safe movement of pedestrians. The building line along the street should be uniform and regular, to reinforce the sense of place and enclosure.

Lanes And Private Drives

- 5.3.8 A series of lanes will provide further access into the scheme, leading to lower order Private Drives which may include elements of shared surfacing.
- 5.3.9 The lane is designed to take influence from local examples in the village. This would provide a contextual reference and enhance the sense of place.

Parking

- 5.3.10 The car parking strategy will ensure that residents do not have to resort to extensive on-street parking within the development or the wider area.

5.3.11 Parking should primarily consist of garages and/or hard-standing on-plot but the strategy will also include the provision of spaces located in front of properties (frontage parking).

5.3.12 Parking should be located to the sides of properties to allow easy access to the front and rear of proposed dwellings, also ensuring parked cars do not dominate the streetscene.

Footpaths and cycleways

5.3.13 The existing PROW (I184) will be retained and enhanced as it passes through the site.

5.3.14 The internal road layout design should ensure low traffic speeds. The design will promote safe walking and high permeability through the site, and limit potential for anti-social behavior;

5.3.15 Particular attention will be paid to surface quality, and sufficient 'overlook' to provide a sense of safety and security for users.



INDICATIVE SCALE PLAN

5.4 SCALE

- 5.4.1 Scale is reserved at this stage and as such the application is required to establish a 3-dimensional building envelope within which buildings will be constructed.
- 5.4.2 Scale is an important element in the creation of the character and appearance.

Building heights

- 5.4.3 Buildings of up to 2.5 stories could be proposed for the site. This reflects the general height and scale of buildings in the surrounding context. Bungalows are shown along the northern edge adjacent to the existing bungalows beyond.

Views and vistas

- 5.4.4 Houses are located to maximise the enjoyment of views within the site, over the proposed public open space and the green corridor that runs through the site.

Density

- 5.4.5 The proposed density across the site will be 34 dwellings per hectare. This is consistent with the overall density and character in the surrounding areas and makes best use of the land available.

Keynote Buildings

- 5.4.6 Keynote buildings should be carefully sited to act as focal points within the proposal to aid legibility and help to create an active street scene.
- 5.4.7 The disposition and orientation of buildings will provide a strong street scene, with clear demarcation between public and private space.

5.5 LAYOUT

- 5.5.1 The layout should reflect the structure of the surrounding area with plots being arranged with an informal layout, using a mix of building forms, including terraced, semi-detached and detached properties.

Waste Mangement

- 5.5.2 Residents should have easy access to bin and recycling units that are also located close to collection points and in locations where they are visually discreet. Without this, residents might find it easier to leave their bins and containers on the street, detracting from the quality of the street scene.

Continuity and Enclosure

- 5.5.3 The proposed frontages should address the public realm whilst also placing defensible private space to the rear of properties.
- 5.5.4 The layout will ensure that buildings successfully turn corners, addressing both of the exposed elevations rather than offering blank walls to the street.

Safety and Security

- 5.5.5 Pedestrian safety within the development will be achieved by securing reduced vehicle speeds through the design of internal access roads.
- 5.5.6 Differences in road surface treatment and vertical and horizontal deflections could also be used. Buildings will generally overlook the public realm with traditional back-to-back gardens, creating a greater distinction between the public and private realm.



Key

-  Site boundary
-  Existing settlement
-  New and emerging residential development
-  Public right of way
-  Existing hedgerows within the site
-  Existing settlement separation
-  Possible proposed development
-  Footpath retained within new open space
-  Buffer created at southern boundary within houses fronting
-  Access will require restricted hedgerow removal
-  New hedgerow at western boundary of site

LANDSCAPE STRATEGY PLAN

5.6 LANDSCAPING

- 5.6.1 “Landscaping” is the treatment of private and public spaces to enhance or protect the amenities of the site and the area in which it is situated through hard and soft landscaping measures.
- 5.6.2 Landscaping is reserved at this stage and so specific landscaping information is not required.

Landscape Principles

- 5.6.3 Green spaces will be an integral part of the place, providing a strong landscape structure across the site, and connecting with the wider landscape beyond. The landscaping strategy will define public and private spaces and create character.
- 5.6.4 The development should seek to:
- Retain and reinforce the boundary hedgerows and tree cover;
 - Incorporate a landscape buffer that will form part of the structural planting to the site, softening the existing settlement edge;
 - Retain the existing public right of way through the site within a landscaped greenway.
 - Be retained within the framework of existing residential and commercial development that surrounds the site.
 - The southern edge of the development should be designed to front the wider countryside

5.7 APPEARANCE

Character

- 5.7.1 The development should respond to local character taking into account a range of factors relating to the site and the to the local context. These should include:
- Landscape character of the site and the surrounding area, including existing features and topography;
 - Existing patterns of development in the local area; and
 - The relationship between the proposed movement network, built form and existing/retained features on the site.

Building Types

- 5.7.2 The proposed new dwellings should seek to respond to the local palette of materials, creating a harmonious extension to the existing urban edge.

6.8 SUMMARY

- 6.8.1 This Design and Access Statement establishes the key development principles that ensure a high quality scheme can be delivered.
- 6.8.2 The Illustrative Layout has been prepared within a comprehensive policy and guidance framework provided at National and Local Authority level. The proposals are founded on best practice in urban design, community integration and sustainable development and will create a townscape that is well considered and sympathetic to its environment.
- 6.8.3 The site is a logical site to extend the existing urban area. It has a sustainable location being situated within walking distance of the local primary school, shops and services, other existing and permitted residential areas, recreation spaces and public transport links.
- 6.8.4 The development can positively address site constraints and successfully integrate with the urban edge and landscape surroundings.
- 6.8.5 The development will create new amenity space for both the new and existing population and will enhance the public access across the site that already exists via the Public Right of Way.

6.9 BUILDING FOR LIFE ASSESSMENT

- 6.9.1 BfL's 12 questions are designed to help planning authorities, Urban Development Corporations and home builders create a structured and focused design dialogue.
- 6.9.2 BfL12 can also help identify what issues really matter to local communities and how development proposals can respond positively to these.
- 6.9.3 BfL12 uses a simple traffic light system whereby a 'red' indicator suggests that one or more aspects of the design need to be considered; 'ambers' indicate a need for further discussion or refinement. 'Green' indicators suggest one or more aspects of a scheme have been well considered and resolved.
- 6.9.4 The aim is simple – to achieve as many 'greens' as possible, challenge 'ambers' and avoid 'reds'. The more 'greens' a development secures, the better it will be.
- 6.9.5 BfL12 comprises of 12 questions, with four questions in each chapter:
- Integrating into the neighbourhood
 - Creating a place
 - Street and home
- 6.9.6 At times there are circumstances beyond the control of a developer that will mean it is not possible to secure a full complement of twelve 'green' indicators. These will normally only be justified in the first section of Building for Life 12, i.e. 'Integrating into the neighbourhood'
- 6.9.7 The table opposite represents the applicants Building for Life Assessment of the proposals. This shows that at the current Outline Application stage the proposals secure 11 out of the possible 12 'greens', with the potential to score higher through detailed design.
- 6.9.8 The score demonstrates that the scheme will have the potential to:
- Fit comfortably into its surroundings and be a good neighbour;
 - Create a sense of place and character where people will enjoy living;
 - Be well designed, attractive and safe.

06 SUMMARY

6

INTEGRATING INTO THE NEIGHBOURHOOD	SCORE
1. CONNECTIONS A SINGLE VEHICULAR ACCESS FROM BARKBY ROAD IS PROPOSED ALONG THE EASTERN EDGE OF THE SITE. A NEW FOOTWAY TO THE SITE ENTRANCE WILL BE PROVIDED, CONNECTING TO THE EXISTING PEDESTRIAN NETWORK. THE EXISTING PROW (L84) IS TO BE RETAINED AND ENHANCED, PROVIDING SAFE AND DIRECT ACCESS TO THE CENTRE OF QUENIBOROUGH TO THE NORTH AND TOWARDS SYSTON TO THE SOUTH. THE SITE IS WELL PLACED TO CONNECT TO THE EXISTING HIGHWAY NETWORK, PROVIDING SWIFT CONNECTIONS INTO LEICESTER AND NOTTINGHAM.	✓
2. FACILITIES AND SERVICES THE DEVELOPMENT IS CLOSE TO MANY LOCAL COMMUNITY FACILITIES INCLUDING SHOPS, SCHOOLS, WORKPLACES, PARKS AND PUBS. THESE CAN ALL BE FOUND WITHIN WALKING DISTANCE OF THE SITE.	✓
3. PUBLIC TRANSPORT THE PROPOSED CONNECTIONS TO EXISTING FOOTPATHS ALONG BARKBY ROAD AND THE RETAINED PROW WILL ALLOW SAFE AND DIRECT ACCESS TO THE EXISTING BUS SERVICES THAT PASS THROUGH THE VILLAGE. THE CLOSEST STOP TO THE SITE IS ALONG SYSTON ROAD TO THE NORTH.	✓
4. MEETING LOCAL HOUSING REQUIREMENTS SUBJECT TO CONSENT, THE EXACT HOUSING MIX AND SPECIFIC DETAILS OF THE AFFORDABLE HOUSING PROVISION WILL BE AGREED WITH CHARNWOOD BOROUGH COUNCIL AND DETERMINED AT THE RESERVED MATTER OR DETAILED DESIGN STAGE. THE ILLUSTRATIVE LAYOUT DOES HOWEVER, PROPOSE THE INCLUSION OF BUNGALOWS ALONG THE NORTHERN BOUNDARY OF THE SITE.	✓
CREATING A PLACE	SCORE
5. CHARACTER THE DAS ESTABLISHES THAT THE PROPOSALS COULD BE DELIVERED WITH BUILDINGS USING MATERIALS, BOUNDARY TREATMENTS, MASSING AND LAYOUT THAT REFLECT THE LOCAL VERNACULAR THROUGH DETAILED DESIGN.	✓
6. WORKING WITH THE SITE AND ITS CONTEXT THE ILLUSTRATIVE LAYOUT FOR THE SITE HAS BEEN ESTABLISHED TO CREATE A MORE INFORMAL EDGE ALONG THE SOUTHERN BOUNDARY, ADJACENT TO THE OPEN LANDSCAPE BEYOND. EXISTING BOUNDARY TREES AND HEDGEROWS ARE LIKELY TO BE RETAINED AS FAR AS IS PRACTICABLE, WITH SOME REMOVAL OF HEDGEROW REQUIRED TO FORM THE NEW ACCESS ALONG BARKBY ROAD.	✓
7. CREATING WELL DEFINED STREETS AND SPACES THE SIMPLE HIERARCHY OF STREETS PROPOSED IN THE DAS AND SHOWN ON THE ILLUSTRATIVE LAYOUT WOULD BE WELL ENCLOSED BY BUILDINGS AND ASSOCIATED PRINCIPAL BOUNDARY TREATMENTS. THE POTENTIAL IS GIVEN FOR THE USE OF TALLER BUILDINGS AT THE ARRIVAL NODE TO THE FRONT (EASTERN EDGE) OF THE SITE, AND THE CENTRAL GREEN SPACE.	✓
8. EASY TO FIND YOUR WAY AROUND THE DAS ESTABLISHES PARAMETERS THAT ARE SHOWN ON THE ILLUSTRATIVE LAYOUT FOR THE CREATION OF A LEGIBLE PLACE. THE SIMPLE STREET HIERARCHY, SPACES, RETAINED VEGETATION AND LANDMARK BUILDINGS COULD ACT TOGETHER TO CREATE A PLACE THAT IS EASY TO NAVIGATE.	✓
STREET AND HOME	SCORE
9. STREETS FOR ALL THE NEW ACCESS POINT ALONG BARKBY ROAD COULD LINK TO THE EXISTING FOOTWAYS ON THE EASTERN SIDE OF BARKBY ROAD. THE RETAINED CYCLISTS WILL BE ENCOURAGED TO CYCLE ON THE CARRIAGEWAYS THROUGHOUT THE SITE AND IT IS NOT CONSIDERED NECESSARY TO PROVIDE DESIGNATED CYCLE LANES. IT IS ANTICIPATED THAT THERE MAY BE A NEED FOR A SPEED REDUCING FEATURE ALONG THE STREET IN ORDER MAINTAIN LOW TRAFFIC SPEEDS WITHIN THE SCHEME, SOMETHING THAT WILL NEED TO BE DESIGNED IN DETAIL AND AGREED WITH THE HIGHWAYS AUTHORITY.	✓
10. CAR PARKING THE ILLUSTRATIVE LAYOUT DEMONSTRATES THAT CAR PARKING CAN BE PROVIDED ON-PLOT TO ACHIEVE THE MINIMUM CAR PARKING STANDARDS, WITH OVER-PROVISION ON SOME PLOTS A POTENTIAL AT DETAILED DESIGN STAGE. CAR PARKING IS ANTICIPATED TO BE PROVIDED BOTH TO THE SIDE OF DWELLINGS OR IN FRONT, SUCH THAT THERE IS NOT AN OVER-RELIANCE ON ONE SOLUTION. THE ILLUSTRATIVE LAYOUT SHOWS HOW THIS COULD BE ACHIEVED WITHOUT PARKED CARS DOMINATING THE STREETSCENE WHILST ALSO BEING LOCATED CLOSE TO PEOPLE'S HOMES AND SUCH THAT PEOPLE CAN SEE THEIR CAR FROM THEIR HOME.	✓
11. PUBLIC AND PRIVATE SPACES NEW AREAS OF PUBLIC OPEN SPACE ARE PROVIDED ON-SITE WITH REGARD TO THE RELEVANT PLANNING POLICY AND THE TYPES AND AMOUNT REQUIRED. A LEAP IS PROPOSED AS PART OF THIS WHICH IS LOCATED SUCH THAT IT IS OVERLOOKED BY THE PROPOSED ADJACENT HOUSES, BUT THAT IT IS BUFFERED FROM THE HOUSING SUCH THAT POTENTIAL FOR CONFLICT WILL BE LOW.	✓
12. EXTERNAL STORAGE AND AMENITY SPACE REAR GARDEN SPACES ARE SHOWN ON THE ILLUSTRATIVE LAYOUT TO BE OF SUFFICIENT SIZE TO ACCOMMODATE WHEELIE BINS, WITH CONVENIENT ACCESS PROVIDED FROM REAR GARDENS TO THE STREET TO ALLOW BINS TO BE STORED AWAY FROM FRONTAGES BUT EASILY PRESENTED TO THE HIGHWAY FOR COLLECTION. THIS CONVENIENT ACCESS TO REAR GARDENS ALSO ALLOWS ACCESS TO STRUCTURES USED TO STORE CYCLES.	✓

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Pegasus Planning Group
4 The Courtyard
Church Street
Lockington
Derbyshire
DE74 2SL

Telephone: 01509 670806

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